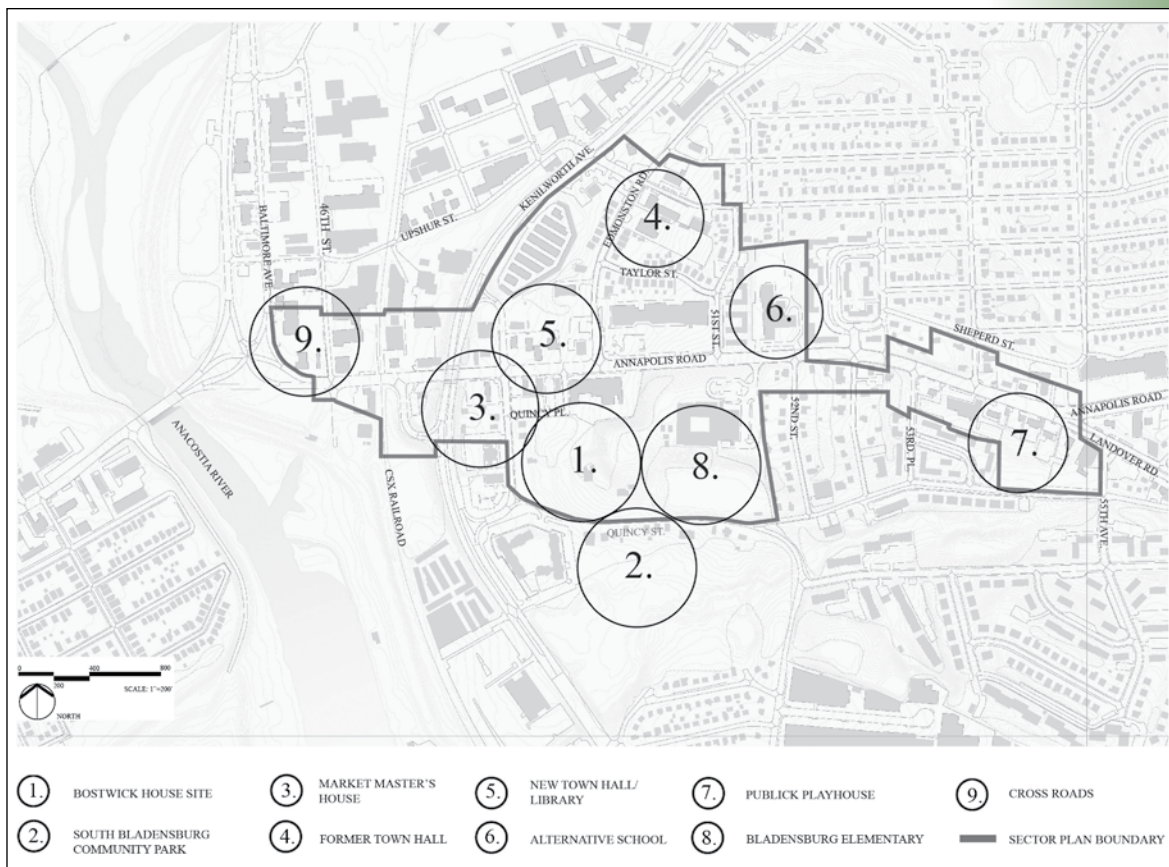


Introduction

The Bladensburg Town Center Sector Plan will be implemented by a variety of partnerships and funding strategies involving federal, state, county, and municipal governments, community groups, citizens, and private developers. The ongoing planning and implementation process includes, but is not limited to, the FY 2006-2012 Capital Improvement Program (CIP), the State Highway Administration's Consolidated Transportation Program, mandatory referrals from various government agencies, revisions and additions to land development regulations, and review of and recommendations and/or action on zoning map amendment petitions, special exceptions, departures from design standards, proposals for subdivision, variances and applications for building permits.

The success of the plan depends upon future decisions and actions of both the public and private sectors. In the private sector, implementation is the responsibility of developers and citizens. Implementation that is motivated by a desire to realize the recommendations of the vision plan will most effectively achieve the potential of the Bladensburg Town Center Sector Plan.

The implementation actions listed in Table 4 identify recommendations made in the plan that may be implemented through the development application process and/or public sector partnering. The table relates the plan's recommendations to suggested action steps, the anticipated parties involved, and the timeframe in which the recommendations should be implemented.



Map 21: Public/Private Development

Proposed Project/Initiative	Potential Parties Involved	Potential Role
<i>Town Center</i>		
Short range (1 to 5 years)		
Market Master and Mango Café Site (former Roy Rogers) Redevelopment	Town of Bladensburg	Co-Owner of site, development partner
	Aman Memorial Trust	Co-Owner of site, development partner
	Private Developer(s)	Lead Developer, development partner(s)
	Port Towns CDC	Development partner
New Town Hall and Public Library	Town of Bladensburg	Development Partner, End User
	Economic Development Corporation	Facilitate access to funding incentives
	Prince George’s County Central Services	Co-Owner of site (Library)
	M-NCPPC	End User
	Redevelopment Authority	Assist with property acquisition
	Local Community Organizations	Identify local need for community space
	Private Developer(s)	Development Partner(s)
Bostwick House—Nonprofit/Educational Center / Upgrade and Community Resource	Town of Bladensburg	Owner of site, development partner
	Nonprofit and/or Educational Institutions	Development Partner, end user
	Private Developer	Lead developer
	Bostwick Partners	Development partner, preservation focus, property management
Edmonston Road, Annapolis Road, 48th Street—Streetscape Improvements	State Highway Administration (SHA)	Design and schedule road improvements
	Dept. of Public Works & Transportation	Design and schedule road improvements
	Town of Bladensburg	Coordinate with developers, M-NCPPC, secure funding for streetscape improvements
	Private Developer(s)	Implement streetscape improvements as a part of development
	Port Towns CDC	Secure grants for streetscape improvements
Long Range (6+ years)		
New Municipal Police Facility on Visitor Center Site	Town of Bladensburg	Property owner
	Municipal Police	End user
	Private Developer	Potential, Development Partner
South Bladensburg Community Park—Recreational Facilities, Stormwater Management, Trails, and Housing Development	M-NCPPC, Parks Department	Property owner
	Town of Bladensburg	Development Partner
	Private Developer(s)	Lead developer of housing
	Dept. of Public Works & Transportation	Implementation & Maintenance Agency
	Dept. of Environmental Resources	Permitting Agency
	Port Towns CDC	Secure grants for community facilities, development partner of housing

Quincy Run Trail Plan	M-NCPPC, Parks Department	Property owner
	Town of Bladensburg	Development Partner
	Private Property Owners	Allow trail easement
	Developers	Plan for trail easement
	State Highway Administration	Coordinate trail crossing of Kenilworth Avenue
	CSX	Coordinate trail crossing of CSX tracks
Former Town Hall Site Housing Development	Town of Bladensburg	Property owner, development partner
	Private Developer	Lead Developer
	Port Towns CDC	Development Partner

Waterfront Park Area		
Short Range (1 to 5 years)		
Waterfront Park Entry and Parking Area	M-NCPPC, Parks Department	Property Owner, Lead Developer
	Crossroads Restaurant	Potential development partner
	Town of Bladensburg	Development Partner
	Economic Development Corporation	Facilitate access to funding incentives
	State Highway Administration	Coordinate access from Annapolis Road
	Port Towns CDC	Development Partner
Long Range (6+ years)		
Baltimore Avenue Reconfiguration and Streetscape	State Highway Administration	Study, design, schedule and finance road improvements
	Town of Bladensburg	Coordinate with developers, M-NCPPC, secure funding for streetscape improvements
	Private Developer(s)	Implement streetscape improvements as a part of development
	Port Towns CDC	Secure grants for streetscape improvements

Annapolis Road Corridor		
Long Range (6+ years)		
Removal or replacement of Kenilworth Avenue Overpass	State Highway Administration	Study, design and schedule overpass/ road improvements
	Town of Bladensburg	Coordinate with SHA
	Port Towns CDC	Secure grants and studies for improvement to the road and overpass
Annapolis Road Academy Alternative High School Site Housing Development	Prince George's County Central Services	Owner of site
	Town of Bladensburg	Development Partner
	Redevelopment Authority	Assist with property acquisition
	Private Developer(s)	Lead developer, development partner(s)

Publick Playhouse Corridor Node		
Short Range (1 to 5 years)		
Publick Playhouse Mixed-Use District	M-NCPPC	Owner of site, Development Partner
	Private Developer(s)	Lead developer, development partner(s)
	Town of Bladensburg	Development Partner
	Redevelopment Authority	Assist with property acquisition on adjacent sites
Long Range (6+ years)		
Annapolis Road/Landover Road Intersection Improvement	State Highway Administration	Study, design and schedule overpass/road improvements
	Town of Bladensburg	Coordinate with SHA

Table 5: Action and Phasing Plan

Revitalization Tools

The following incentives and techniques can be employed to remove constraints to development and build on specific opportunities created by the sector plan. They range from fairly conceptual to more specific incentives and programs to direct subsidies and assistance by the public sector. During development and redevelopment projects, these programs and incentives should be considered individually and collectively for their applicability to the project.

TAX-INCREMENT FINANCING DISTRICTS

Tax-increment financing (TIF) is a flexible economic development tool used by many jurisdictions. Under this technique, property tax revenues are frozen at the time a TIF district is established. This base level of revenue will continue to flow to the taxing entities over the life of the district. However, as development and redevelopment occur in the district, property tax revenues increase. This increase in property tax revenue from the base year (or the increment) is retained in a special allocation fund (TIF fund). The monies in the TIF fund are reinvested back into the TIF district. These funds can be used to purchase land and/or fund capital investment through TIF revenue bonds. Use of TIF programs can be an important source of financing joint development projects.

Overall, TIF revenues ensure that the success in a given district generates revenues to support additional investment in the district. Tax-increment financing does not increase property taxes. The revenues generated from the district could help support land assembly, land write-downs, and infrastructure development for target projects in the corridor area as well as the provision of amenities. However, it is important to recognize that the use of TIF restricts county access, thus making this additional tax revenue not available for county general fund purposes.

REVITALIZATION PROPERTY TAX CREDIT

The majority of the sector plan area is within census tracts that are eligible for the county's revitalization property tax credit program. This program uses a diminishing county property tax credit over several years for assessable improvements made to commercial, industrial, and residential properties.

The tax credits are intended to help enhance the financial feasibility of a project by reducing operating costs. Qualifying commercial projects receive a graduated 20 percent tax credit over five years, beginning with a 100 percent credit the first year and dropping to 80 percent in the second year, 60 percent in the third year, 40 percent in the fourth year, and 20 percent in the fifth year. Residential property taxes are abated 100 percent in the first year, 66 percent in the second year, and 33 percent in the third year.

REVOLVING LOAN FUNDS

Community revolving loan funds are a means to offer local businesses and developers low interest capital or to target specific properties for redevelopment. These funds offer localities and organizations the means to invest in their future and leverage outside investment. These programs extend the ability of funds to continue to circulate through the community long after the initial grant has been expended.

LAND READJUSTMENT PROGRAMS

Also known as land consolidation or land pooling, this approach involves the private sector pooling land for the purpose of creating a larger unified development site. It allows property owners to retain the incremental value gained from the development of their land to more intensive use rather than having the benefit accrue to the developer after the land is sold.

Properties are consolidated through a private corporation, landowner's association, a public corporation, or a public agency. Each owner is accorded a share relating their assessed property value as a percentage of the total value of all properties combined. The land is then planned without regard to property lines and is resubdivided and returned to individual property owners with all development requirements having been satisfied. The project can then be built out separately by several developers or by a single developer. Some lots may be sold to offset the cost of infrastructure improvements. The result is that the original property owners realize greater value for their properties by creating a larger developable site.

FLEXIBLE PARKING REGULATIONS

Parking regulations that minimize the provision of on-site parking and maximize the opportunities for shared-use parking in mixed-use development areas are an incentive that can help attract new development. Accordingly, the Bladensburg sector plan's parking standards should support, not penalize, mixed-use development that may have a greater ratio of floor area to parking spaces. Recommended parking maximums have been developed along with parking credit reductions where shared use and structured parking is provided.

PUBLIC PARKING

Public parking is appropriate when a range of land uses, rather than a single user, benefit from the parking. Ideally, initial shared parking lots could become the site of future structured parking when the need arises. The Prince George's County Revenue Authority's mission is to create revenue streams for the county and encourage economic development. As initial costs may be high, partnerships with a municipality, the Redevelopment Authority, a business association, or other entity may be required. The Redevelopment Authority, with the approval of a municipality and the direction of the County Council, may create a parking district within any municipal commercial area. A parking district collects parking fees for all public parking spaces in the district from individual users, commercial center businesses, or an alternative entity such as a business association. Initial financing would come from noncity sources, but over the long run, projected parking revenue must be sufficient to pay off the construction, financing, and maintenance.

BROWNFIELD ORDINANCES

Municipalities may adopt local brownfield ordinances that limit the liability of property owners and can provide a list of priority brownfield sites to the State of Maryland. This will make property owners of brownfield sites eligible to apply to the Brownfield Revitalization Program of the Maryland Department of Business and Economic Development. This program offers financing for clean-up costs. The limited liability will facilitate transfer of ownership and redevelopment of potentially contaminated industrial properties.

HIGH-TECHNOLOGY GROWTH AND DEVELOPMENT INCENTIVE PACKAGE

The Prince George's County Economic Development Corporation (PGCEDC) provides a high-technology growth and development incentive package. This program provides a three-part incentive for high-technology companies expanding in or newly locating within the county. Personal property tax exemptions are also available for up to 100 percent for certain property used in research and development. Property tax credits are available for new construction, substantial renovation, or expansion of high-technology businesses for the same amounts and time periods as those discussed above. The third component of this package includes a fast track site development plan process.

MARKETING AND PROMOTION

There is an opportunity to capitalize on the cache of historic structures in Bladensburg as well as its waterfront park. Developing logos, slogans, and a campaign to promote and market these Bladensburg resources will help recruit specialty retailers, start-up businesses, and expanding companies.

INFORMATION CLEARINGHOUSE

Older commercial and business districts often lack a new market mentor community and may have fewer promotional tools or centralized locations for developers and local businesses to gain information on financing, activities, development processes, and legal requirements. Numerous county and state services that offer financing, tax incentives, training, and other specialized assistance such as the Main Street Program, have been very successful in the past in jump-starting successful town centers through information sharing and training, as well as centralized sources of expertise.

Public Facilities Cost Analysis And Estimates

Per Section 27-646(b)(4) of the Zoning Ordinance, all approved sector plans must contain an estimate of the cost of all public facilities that must be acquired or constructed in order to carry out the objectives and requirements of the sector plan. Table 5 exhibits the public facility cost estimates. The estimates are based on current (2006) dollars.

“New” indicates new or modified public facilities. “Existing” indicates existing and proposed recommendations in current county or state funding programs or carried over from the 1994 approved Bladensburg-New Carrollton and Vicinity Master Plan.

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Transportation Facilities—Roads				
Existing	MD 450, Annapolis Road	Construct a CSX Railroad grade-separated crossing and intersection improvements near Peace Cross in Bladensburg	State FY 2006-2011 CTP, STIP Reference PG1821	
Existing	MD 450, Annapolis Road	Annapolis Road at MD 202 intersection improvements (Funded for concept development only)	State FY 2006-2011 CTP, Prince George’s County Line 33, Item 48	
Existing	MD 450, Annapolis Road	Planned 4-6 lane arterial road with ultimate 100' to 120' right-of- way	1994 master plan recommendation (p. 128)	
Existing	MD 201, Kenilworth Avenue	Planned 4-6 lane arterial road with a minimum of 120' right-of-way	1994 master plan recommendation (p. 128)	
New	MD 201, Kenilworth Avenue	Lower overpass at Annapolis Road to re-create an at-grade crossing	2007 sector plan recommendation	\$15,000,000- \$20,000,000
New	MD 450, Annapolis Road	Remove pedestrian tunnels at Kenilworth Avenue overpass. Add pedestrian lighting, retrofit sidewalks add ADA ramps	2007 sector plan recommendation	\$2,000,000- \$3,000,000
New	Spring Street	New street between 48 th Street and Edmonston Road north of Annapolis Road. Approximately 400 linear feet	2007 sector plan recommendation	N/A
New	Taylor Street	Connect Taylor Street to Kenilworth Avenue, MD 201	2007 sector plan recommendation	N/A
New	Unnamed Street	Construct a new street to connect Spring Street to Edmonston Road to access new townhomes	2007 sector plan recommendation	N/A
New	Bostwick Place	Create new public street between Annapolis Road and Quincy Place	2007 sector plan recommendation	N/A

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
New	US 1, Baltimore Avenue	Create two-way traffic system on north and southbound US 1. Northbound side to become a local street and southbound to become a major collector road. Incorporate streetscape improvements to create river walk	2007 sector plan recommendation	Southbound \$4,000,000- \$6,000,000 Northbound N/A
Transportation Facilities—Transit				
Existing	Future Shuttle Bus Routing	Route “A” is along Landover Road, Quincy Street, and Kenilworth Avenue	1994 master plan recommendation (p. 139)	N/A—requires annual operating budget
New	Future Shuttle Bus Routing	Shuttle from sector plan area and waterfront park to nearby transit stops (West Hyattsville and Cheverly)	2007 sector plan recommendation	N/A—requires annual operating budget
Transportation Facilities—Trails				
Existing	MD 450 Class II Hiker/Biker Trail	Hiker/biker trail along MD 450 through Planning Area 69	Not in current CIP/CTP; 1994 master plan recommendation (p. 173)	\$176,000
Existing	Quincy Street	Planned bikeway system along Quincy Street from 52 nd Street to MD 450	1994 master plan’s recommendation (comprehensive plan map 1"=1,000')	\$2,000
Existing	Edmonston Road	Planned bikeway system along Edmonston Road from MD 450 to MD 201	1994 master plan recommendation (Comprehensive Plan map 1"=1,000')	\$50,000
New	CSX Railroad and Kenilworth Avenue	Pedestrian crossing bridge to Bladensburg Waterfront Park	2007 sector plan recommendation	\$2,000,000
New	Quincy Street, 55 th Avenue, Tilden Road, and Upshur Street	Hiker/biker trail from Kenilworth Avenue east along Quincy Street to north on 55 th Avenue to north on 54 th Place to west on Tilden Road, continue west onto Upshur Street to Kenilworth Avenue	2007 sector plan recommendation	\$150,000
New	South Bladensburg Community Park and Quincy Run Trail	Pedestrian trail along Quincy Run from 48 th Street to 55 th Avenue	2007 sector plan recommendation	\$128,000

New/ Existing	Recommended Public Facilities	Location and Description	County CIP/ State CTP	Estimated Cost
Schools				
Existing	Bladensburg High School Replacement	4200 57 th Avenue; Construct a new 304,000-square-foot high school to replace Bladensburg High School	Approved County FY 2006-2011 CIP EC020954	
New	Elementary (Floating)	N/A Floating	2007 sector plan recommendation	N/A
Fire and Rescue				
New	Municipal Police Facility	At existing visitor center site on Edmonston Road	2007 sector plan recommendation	N/A
Library				
New	Public Library	Upgraded or new facility at Edmonston and Annapolis Roads.	2007 sector plan recommendation	\$5,660,000
Parks and Recreation				
Existing	Bladensburg Waterfront Park	Improve existing park facilities with a pedestrian bridge across the Anacostia River to Colmar Manor.	Approved County FY 2006-2011 CIP EC020954; the 1994 master plan's recommendation	
Existing	Publick Playhouse Cultural Arts Center	Code compliance study and renovation issues need to be addressed for this facility located at the intersection of Landover Road and Annapolis Road; future funding is for renovations recommended in the facility study.	Approved County FY 2006-2011 CIP EC050877; 1994 master plan recommendation (p. 167)	
Existing	Bladensburg Balloon Historic Park	Renovate this older park and replace timber paving, sculpture, and signage	Approved County FY 2006-2011 CIP EC051152; 1994 master plan recommendation (p. 167)	
Redevelopment Authority				
Existing	Peace Cross Area Redevelopment	Acquire selected properties within the redevelopment area around the Bladensburg Waterfront Park and Port Towns of Bladensburg, Colmar Manor, and Cottage City	Approved County FY 2006-2011 CIP UM90043	
New	Alternative School	Relocate alternative school and redevelop existing building for residential use	2007 sector plan recommendation	N/A

Table 6: Public Facilities Cost Estimates

Comprehensive Rezoning Policies

The following are comprehensive rezoning policies established by the Planning Board and District Council for preparation of the rezoning proposal.

PUBLIC LAND POLICY

The established public land policy states that all public land should be placed in the most restrictive and/or dominant adjacent zone; whichever bears the closest relationship to the intended character of the area. Therefore, the zoning of both public and private land should be compatible with surrounding zones to eliminate any islands of inharmonious zoning and still provide for appropriate and preferred public uses. It should further assure compatibility of any future development or uses if the property returns to private ownership.

A distinction is made where large parcels of land are set aside specifically as public open space. In these cases, the Open Space (O-S) Zone is applied as the most appropriate zone.

Although federal and state government property is not subject to the requirements of the Zoning Ordinance, the comprehensive rezoning process is meant to apply a zoning category to all land, including government property, without regard to its unique ownership. The Reserved Open Space (R-O-S) Zone is generally applied to federal and state properties, unless specific uses or the intended character of the property or area should warrant another zoning category. This policy is in compliance with Section 27-113 of the Prince George's County Zoning Ordinance, which states that any land conveyed in fee simple by the United States of America or by the State of Maryland shall immediately be placed in the R-O-S Zone until the District Council approves a zoning map amendment for the property. This section does not apply to property conveyed by: The Maryland-National Capital Park and Planning Commission or by the state for the University of Maryland, where an application for another zone is filed before recording of the deed of conveyance (Section 27-113(b)).

ZONING IN PUBLIC RIGHTS OF WAY

Policies governing the zoning of public street and railroad rights of way (both existing and proposed) are contained in Section 27-111 of the Prince George's County Zoning Ordinance. This proposed sectional map amendment (SMA) has been prepared in accordance with this section of the Zoning Ordinance.

LIMITATIONS ON THE USE OF ZONES

Zoning classifications proposed in a SMA are limited only by the range of zones within the Zoning Ordinance available at the time of final action by the District Council. However, there are certain restrictions on when these may be applied to properties (Section 27-223 of the Zoning Ordinance).

Reclassification of an existing zone to a less intense zone, also known as downzoning, is prohibited where:

(g)(1) “The property has been rezoned by Zoning Map Amendment within five (5) years prior to the initiation of the sectional map amendment or during the period between initiation and transmittal to the District Council, and the property owner has not consented in writing to such rezoning;” or

(g)(2) “Based on existing physical development at the time of adoption of the sectional map amendment, the rezoning would create a nonconforming use. This rezoning may be approved, however, if there is a significant public benefit to be served by the rezoning based on facts peculiar to the subject property and the immediate neighborhood. In recommending the rezoning, the Planning Board shall identify these properties and provide written justification supporting the rezoning at the time of transmittal. The failure of either the Planning Board or property owner to identify these properties, or a failure of the Planning Board to provide the written justification, shall not invalidate any Council action in the approval of the sectional map amendment.”

Finally, in order to clarify the extent to which a given parcel of land is protected from less intensive rezoning by virtue of physical development, the Zoning Ordinance states in Section 27-223(h) that:

“The area of the ‘property,’ as the word is used in Subsection (g)(2), above, is the minimum required by the Zoning Ordinance which makes the use legally existing when the Sectional Map Amendment is approved.”

CONDITIONAL ZONING

The inclusion of safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance, which can be attached to individual zoning map amendments via “Conditional Zoning” cannot be utilized in SMAs. In the piecemeal rezoning process, conditions are used to: (1) protect surrounding properties from potential adverse effects that might accrue from a specific zoning map amendment; and/or (2) to enhance coordinated, harmonious, and systematic development of the regional district. When approved by the District Council and accepted by the zoning applicant, “conditions” become part of the zoning map requirements applicable to a specific property and are as binding as any provision of the Zoning Ordinance. (See Conditional Zoning Procedures, Section 27-157(b).)

COMPREHENSIVE DESIGN ZONES

Comprehensive Design Zones (CDZs) may be included in a sectional map amendment. Normally, the flexible nature of these zones requires a basic plan of development to be submitted through the zoning application process (zoning map amendment) in order to evaluate the comprehensive design proposal. It is only through approval of a basic plan, which identifies land use types, quantities, and relationships, that a CDZ can be recognized. Under this process, an application must be filed, including a basic plan; and the Planning Board must have considered and made a recommendation on the zoning application in order for the CDZ to be included within the SMA. During the comprehensive rezoning, prior to the submission of such proposals, property must be classified in a conventional zone that provides an appropriate “base density” for development. In theory, the “base density” zone allows for an acceptable level of alternative development should the owner choose not to pursue full development potential indicated by the master plan.

Under limited circumstances, CDZs may be approved in a sectional map amendment without the filing of a formal rezoning application by an applicant. The recommendations of the sector plan and the SMA zoning change, including any design guidelines or standards, may constitute the basic plan for development. In these cases, overall land use types, quantities, and relationships for the recommended development concept should be described in the SMA text and be subject to further adjustment during the second phase of review, the comprehensive design plan, as more detailed information becomes available. (See CB-76-2006, CB-77-2006, and Sections 27-223(b), 27-225(a)(5), 27-225(b)(1), 27-226(a)(2), 27-226(f)(4), 27-478(a)(1), 27-480(g), and 27-521(a)(1) of the Zoning Ordinance.)

MIXED-USE ZONING RECOMMENDATIONS

Implementation of the long-range land use recommendations of the Bladensburg Sector Plan for mixed-use, pedestrian, and transit-oriented development will require application of mixed-use zoning techniques and incorporation of a form-based code. Although there are several mixed-use zoning categories defined in the county Zoning Ordinance, none contain an ideal combination of use, design, and administrative regulations necessary to achieve the character and vision recommended by the sector plan in areas where development is not imminent. The tools that do exist, including the Development District Overlay Zone (DDOZ), Transit District Overlay Zone (TDOZ), Mixed-Use Transportation Oriented Zone (M-X-T), Mixed-Use Infill Zone (M-U-I), Mixed-Use Town Center Zone (M-U-TC), and Comprehensive Design Zone (CDZ), have become unwieldy to administer or are not suitable techniques to achieve the envisioned character for designated areas within the Bladensburg Town Center planning area.

It is recommended that an appropriate set of mixed-use, form-based zoning categories or techniques be prepared so that there is an effective and efficient set of regulations to implement the mixed-use, pedestrian- and transit-oriented development patterns recommended by the 2002 General Plan and recent plans, including the Bladensburg Town Center sector plan.

Upon approval of a new mixed-use zoning tool or set of mixed-use zones, consideration should be given to a countywide comprehensive rezoning of recommended mixed-use areas. It is recommended that the review process for development plans, which meet the sector plan vision and conform with the land use plan for the town center that are submitted for review prior to the creation of the new mixed-use zone, be expedited to the extent possible.

This plan (Approved Land Use Map 21, p. 119) identifies areas for mixed-use zoning. Applications for a mixed-use zone may be filed for evaluation, and approval prior to the development of a comprehensive mixed-use zoning tool and based only on the concepts and guidelines contained in the text of this document. Approval should be given for those applications that meet the intent, concepts and guidelines of the land use plan.

Sectional Map Amendment

This sector plan includes a land use plan and a sectional map amendment. The sectional map amendment contains one zoning proposal: one C-M property changed to C-S-C. These zoning changes are intended to achieve the plan's vision for intensifying community-oriented retail uses and activities in the Bladensburg Town Center and along the Annapolis Road Corridor. The current Commercial Miscellaneous (C-M) Zone allows highway-oriented uses, which is disruptive to the compactness of retail shopping centers permitted in the Commercial Shopping Center (C-S-C) Zone. It is the objective of M-NCPPC to have a mixed-use zone in place, within a suitable timeframe, to implement the remaining land use recommendations in order to achieve the intent of the sector plan.

PRE-SMA ZONING

Map 23 shows the pre-SMA zoning for the Bladensburg Town Center Sector Plan area. The sector plan area is zoned with a mix of residential, commercial, and industrial districts, as summarized in Table 6. Residential zoning including the Open Space (O-S) Zone, the One-Family Detached Residential (R-55) Zone, the Townhouse (R-T) Zone, and the Multifamily High-Rise Residential (R-10) Zone composes 37 percent of the sector plan area. Commercial zoning including the Commercial Office (C-O) Zone, the Commercial Shopping Center (C-S-C) Zone, and Commercial Miscellaneous (C-M) Zone composes 34 percent of the sector plan area. Industrial zoning including the Light Industrial (I-1) Zone and the Heavy Industrial (I-2) Zone only covers two percent of the sector plan area. The balance (28 percent) is made up of right-of-way.

APPROVED ZONING

Map 24 shows the approved zoning for the Bladensburg Town Center Sector Plan area. Table 6 shows an overview of the SMA effect upon the rezoning of the sector plan area.

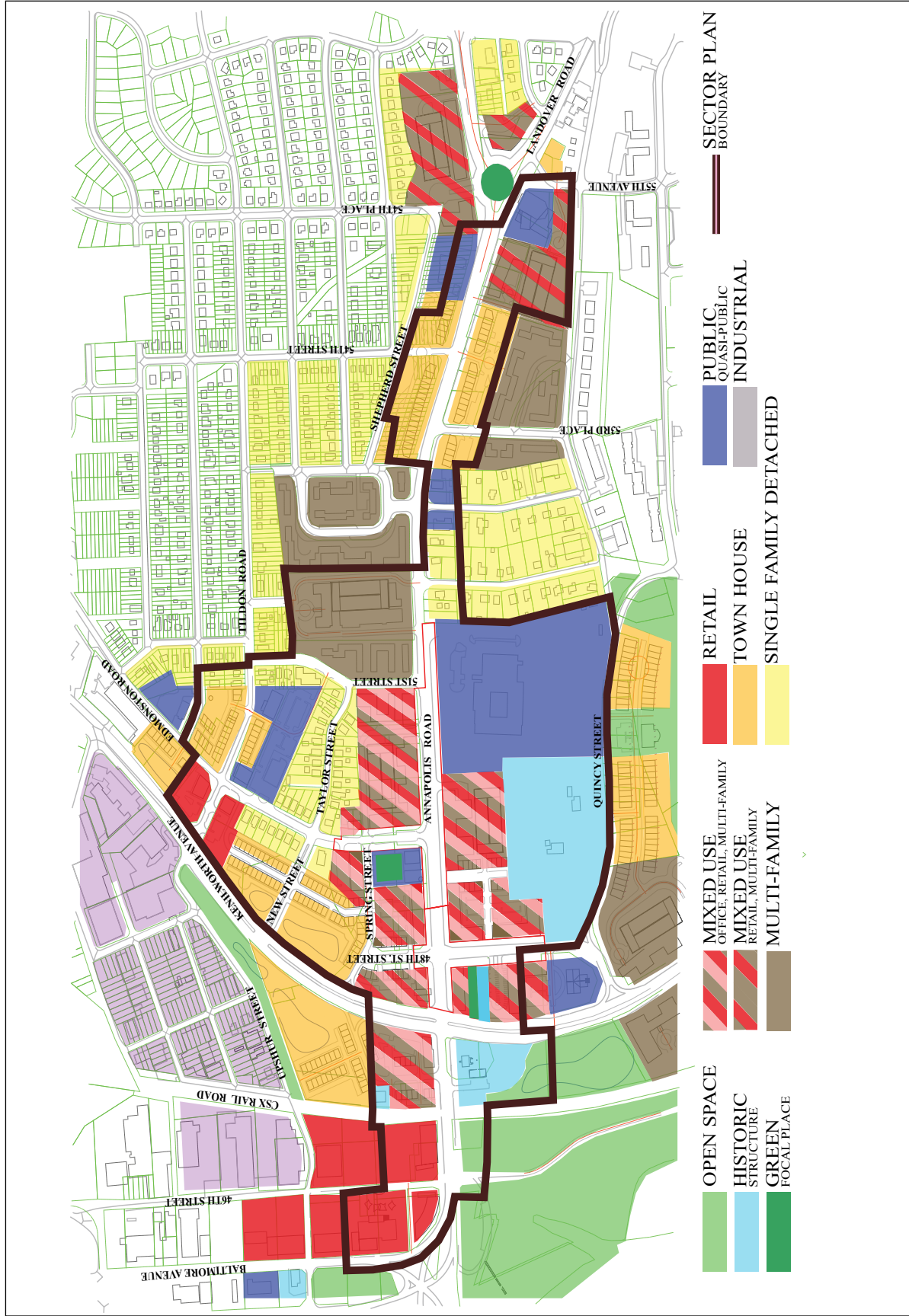
There is one zoning map change approved in this sectional map amendment (see Tables 7 and 8).

This zoning change is intended to achieve the plan's vision for intensifying community-oriented retail uses and activities in the Bladensburg Town Center and along the Annapolis Road Corridor. The current Commercial Miscellaneous (C-M) Zone allows highway-oriented uses, which is disruptive to the compactness of retail shopping centers permitted in the Commercial Shopping Center (C-S-C) Zone.

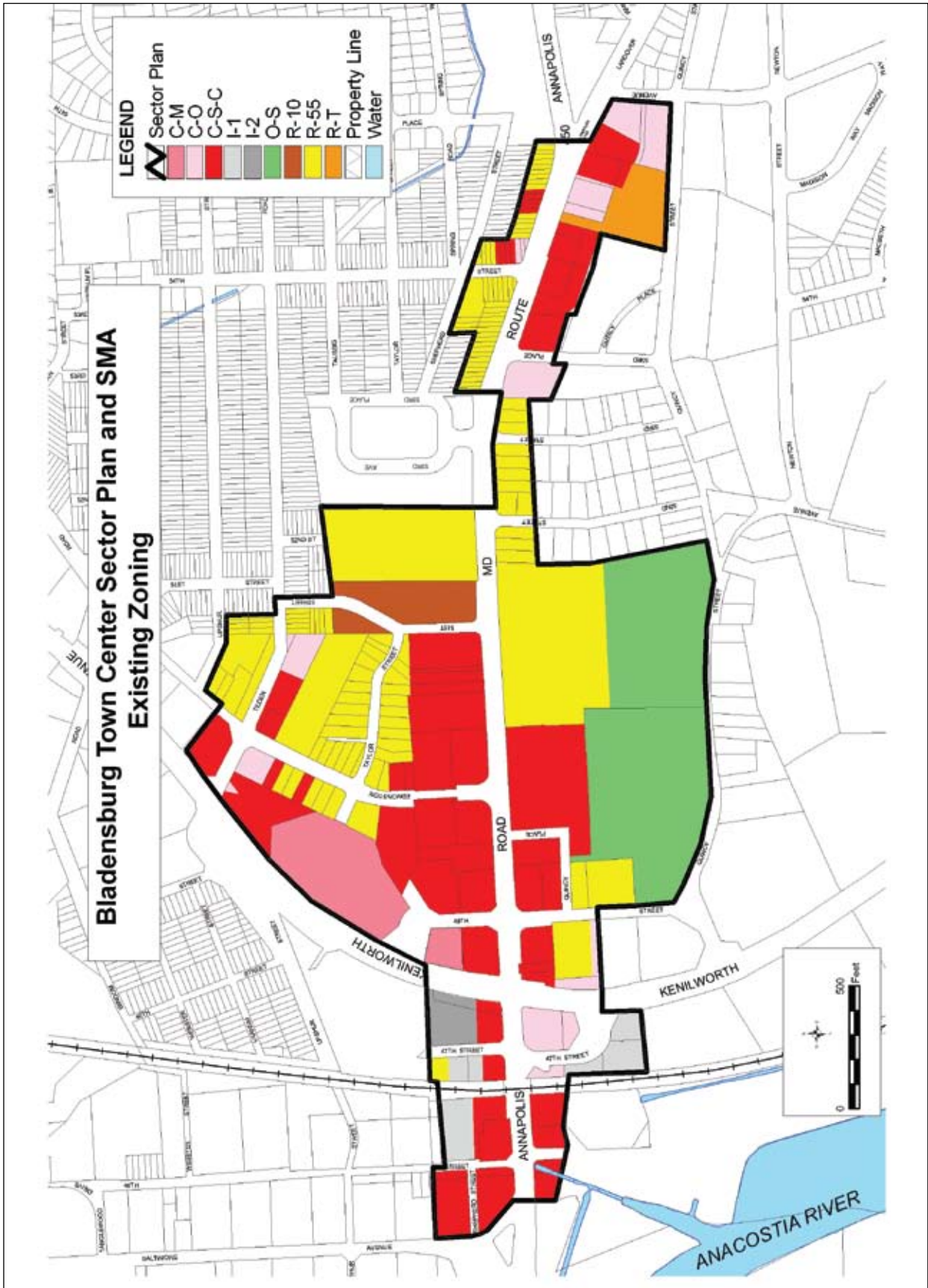
The existing Euclidian Zones for the areas recommended in the land use plan for mixed-use development are retained. It is recommended that a future mixed-use zone be designated for these areas at the time of development or redevelopment.



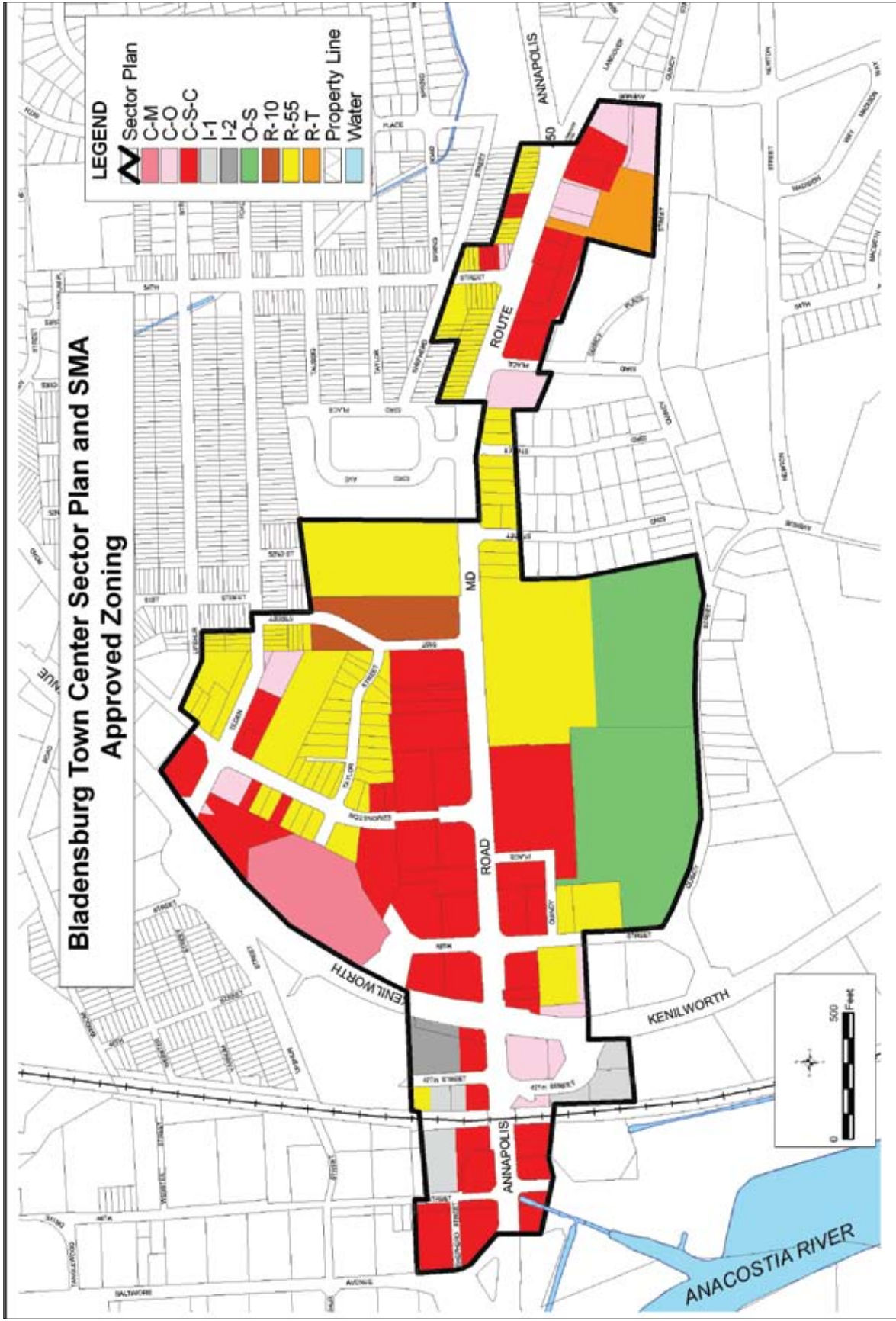
Map 22: Existing Land Use



Map 23: Approved Land Use



Map 24: Existing Zoning



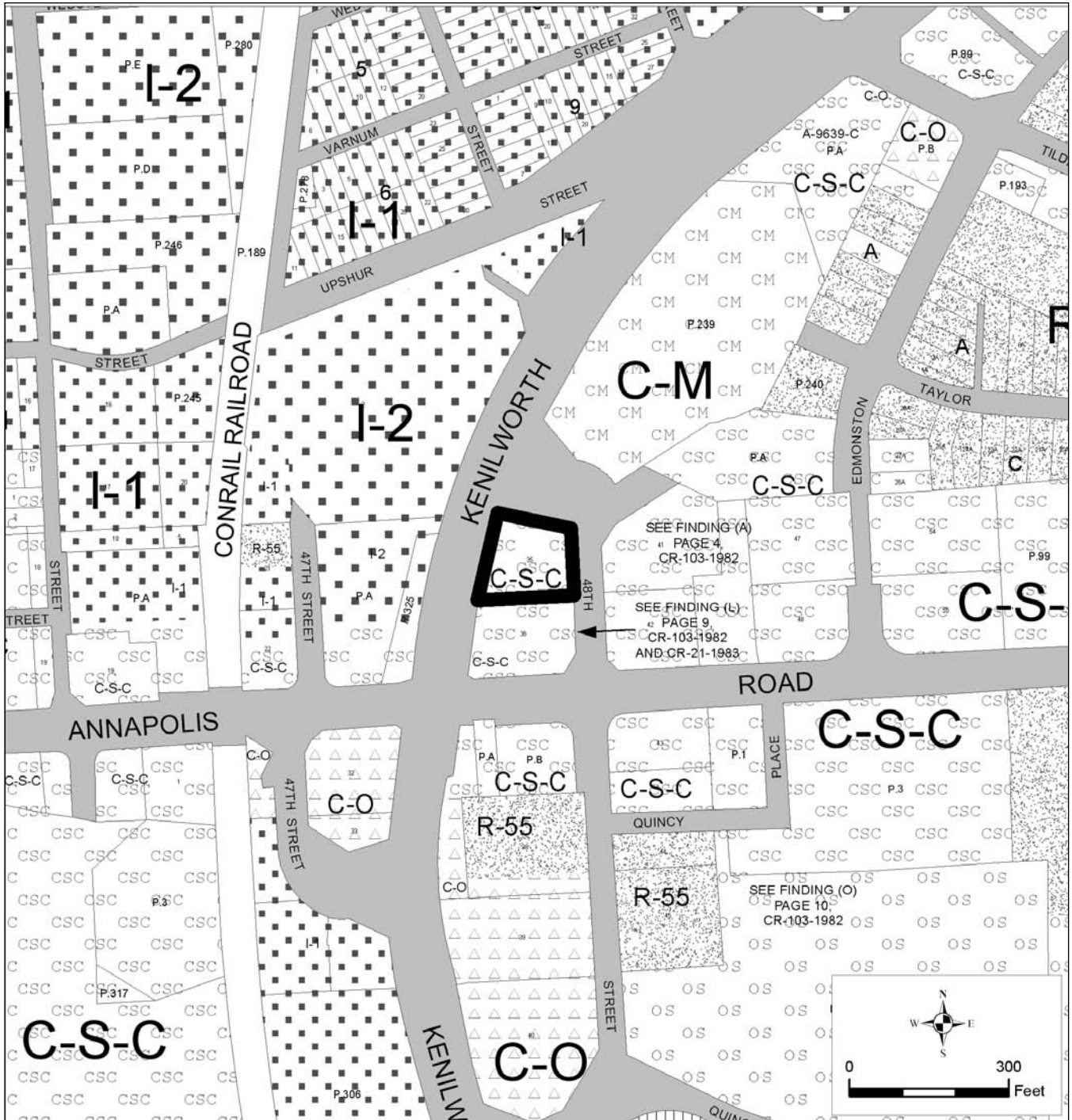
Zone	Land Area			
	Existing (acres)	Proposed (acres)	Difference (+/-)	Percent Difference
O-S (Open Space)	13.85	13.85	0	0
R-55 (One-Family Detached Residential)	19.01	19.01	0	0
R-T (Townhouse)	1.70	1.70	0	0
R-10 (Multifamily High-Rise Residential)	2.22	2.22	0	0
C-O (Commercial Office)	4.64	4.64	0	0
C-S-C (Commercial Shopping Center)	24.30	28.86	+4.56	+18.77
C-M (Commercial Miscellaneous)	4.56	0	-4.56	-100.00
I-1 (Light Industrial)	1.67	1.67	0	0
I-2 (Heavy Industrial)	0.43	0.43	0	0
Subtotal	72.38	72.38	0	0
Right-of-Way	27.42	27.42	0	0
Total	99.80	99.80	0	0
<i>Source: M-NCPPC, September 2006</i>				

Table 7: Existing and Proposed Zoning Inventory

Change Number	Zoning Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
1	C-M to C-S-C	0.51± acres	SMA	05/17/94	205NE04
<p>Use and Location: An auto repair and accessory detailing shop located on the east side of Kenilworth Avenue, approximately 160 feet north of its intersection with Annapolis Road, also known as 4102 48th Street. (Tax Map 50, Grid D3, Part of Lot 35, Bladensburg Subdivision, Plat-A02-5625.)</p> <p>Discussion: The rezoning from C-M to C-S-C is recommended to encourage community-oriented retail uses and activities in the core rather than foster continued development of a highway-oriented strip-commercial development to achieve the sector plan's vision for the Bladensburg Town Center. Highway-oriented uses may be disruptive to the compactness of retail shopping centers.</p>					

Table 8: Approved Zoning Change 1

CHANGE 1: C-M TO C-S-C



Map 25: Approved Zoning Change

